

FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT

Resolution No.2009-02

WHEREAS the U.S. Environmental Protection Agency (USEPA) promulgated the 1997 National Ambient Air Quality Standard ("NAAQS") for ozone with an 8-hour averaging time of 0.08 parts per million and determined that the 8-hour ozone standard is necessary in order to protect public health (Federal Register, Vol. 62, No. 138, pages 2-37 (July 18, 1997)); and

WHEREAS the Sacramento Nonattainment Area ("SNA"), includes part of the Feather River Air Quality Management District ("FRAQMD"), as well as the Sacramento Metropolitan Air Quality Management District, the Yolo-Solano Air Quality Management District, and parts of the Placer County Air Pollution Control District, and the El Dorado County Air Quality Management District (Federal Register, Vol. 69, No. 84, pages 23858-23951 (April 30, 2004)); and

WHEREAS the SNA exceeds the primary NAAQS for 8-hour ozone, and was designated nonattainment for ozone with a classification of "Serious" and an attainment deadline of June 15, 2013 (Federal Register, Vol. 69, No. 84, pages 23858-24000 (April 30, 2004)); and

WHEREAS the USEPA published its Final Rule to Implement the 8-Hour Ozone National Ambient Air Quality Standard, which requires nonattainment areas classified "Serious and above" to demonstrate reasonable further progress (RFP) toward attainment of the 1997 8-hour ozone standard (Federal Register, Vol. 70, No. 228, pages 71611-71705 (November 29, 2005) and 42 USC §7511a (c)(2)(B)); and

WHEREAS the Districts determined that the SNA could not meet the 2013 attainment deadline for "Serious" nonattainment areas; and

WHEREAS on February 14, 2008, the California Air Resources Board (CARB), on behalf of the SNA Districts, requested that the USEPA reclassify the SNA from a "Serious" to a "Severe" ozone nonattainment classification with an extended attainment deadline of June 15, 2019 (42 USC §7511 (b)(3)); and

WHEREAS the SNA Districts have prepared the proposed Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan) to satisfy the attainment and remaining reasonable further progress demonstration requirements associated with a "Severe" classification (42 USC §7502 (c) and §7511a); and

WHEREAS the proposed Plan shows that ambient ozone air quality is improving in the SNA; and

WHEREAS emissions of volatile organic compounds (VOC) and nitrogen oxides (NOx) are precursor pollutants to ozone formation in the ambient air; and

WHEREAS the proposed Plan updates the 2002 base year and emissions inventory forecasts for VOC and NOx, and indicates significant declines in emissions; and

WHEREAS the proposed Plan demonstrates that existing control strategies and approved control measure commitments will provide the future VOC and NOx emission reductions necessary to meet the federal Clean Air Act requirements for reasonable further progress for the 2011, 2014, 2017, and 2018 milestone years (42 USC §7511a (c)(2)(B)); and

WHEREAS photochemical modeling conducted by CARB predicts lower future ozone levels, but concludes that additional emission reductions are needed to attain the federal 8-hour ozone standard by the mandated deadline (42 USC §7511a (c)(2)(A)); and

WHEREAS the proposed Plan documents and recommends adoption and implementation of new state, regional, and local reasonably available control measures necessary to attain the ozone standard as expeditiously as practicable and no later than 2018 (42 USC §7502 (c)(1) and §7511 (a)(1)); and

WHEREAS the proposed Plan includes commitments to achieve 3 tons per day of VOC and 3 tons per day of NOx reductions from new regional and local control measures and includes a specific commitment to achieve emission reductions from the Regional Mobile On-road Incentive Program for 0.1 ton per day of VOC and 0.7 ton per day of NOx in 2011; 0.1 ton per day of VOC and 0.8 ton per day of NOx in 2014; 0.9 ton per day of NOx in 2017 and 2018; and

WHEREAS the proposed Plan sets new 2011, 2014, 2017, and 2018 Motor Vehicle Emission Budgets for transportation conformity purposes and updates future airport emissions for general conformity purposes consistent with attainment and reasonable further progress requirements (42 USC §7506); and

WHEREAS in connection with the foregoing, the Sacramento Metropolitan Air Quality Management District, as lead agency, in consultation with El Dorado Air Quality Management District, Feather River Air Quality Management District, Placer County Air Pollution Control District and Yolo-Solano Air Quality Management District, as responsible agencies, prepared a Draft Environmental Impact Report ("DEIR"), dated September 2008, State Clearinghouse No. 2006102136, to analyze potential environmental impacts arising from the proposed Plan; and

WHEREAS the DEIR concluded that the Plan would have no significant adverse environmental impacts, so no mitigation measures are required; and

WHEREAS the Sacramento Metropolitan Air Quality Management District published notice of the availability of the DEIR and Draft Plan and held a noticed public workshop on September 25, 2008 to receive public comment on those documents; and

WHEREAS minor revisions to the Draft Plan and DEIR were made in response to recent information and comments received; and

WHEREAS the Plan revisions did not alter any prior conclusions regarding federal ozone planning requirements; and

WHEREAS the information revising the DEIR did not identify any new significant impacts related to the project; and

WHEREAS Comments and Responses to the DEIR have been prepared as Appendix C thereto, and together with the revised DEIR comprise a Final Environmental Impact Report (FEIR), completed in full compliance with all procedural and substantive provisions of the California Environmental Quality Act; and

WHEREAS the Feather River Air Quality Management District published a notice of the availability of the Plan and FEIR on January 1, 2009 to invite public comment on those documents; and

WHEREAS the Board of Directors of the Feather River Air Quality Management District held a public hearing and considered public comment on the proposed Final Draft Plan at its February 2, 2009 meeting; and

WHEREAS on January 22, 2009, the Sacramento Metropolitan Air Quality Management District held a duly noticed public hearing to consider the adequacy of the Final Environmental Impact Report, prior to its consideration of the 8-hour Ozone Attainment Plan and Reasonable Further Progress Plan; and

WHEREAS on January 22, 2009, the Sacramento Metropolitan Air Quality Management District duly certified the Final Environmental Impact Report as having been prepared in full compliance with the provisions of the California Environmental Quality Act; and

WHEREAS on February 2, 2009, the Board of Directors of the Feather River Air Quality Management District has read and considered the environmental effects of the proposed 8-hour Ozone Attainment Plan and Reasonable Further Progress Plan as identified and analyzed in the Final Environmental Impact Report, and hereby incorporates by reference each of its findings relative to the potential environmental impacts arising from adoption of the 8-hour Ozone Attainment Plan and Reasonable Further Progress Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Feather River Air Quality Management District approves the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, including the 2002, 2011, 2014, 2017, and 2018 emissions inventory, 2018 photochemical modeling results, 2018 attainment demonstration the Reasonable Further Progress Demonstration, motor vehicle emission budgets and airport emission inventory for milestone years 2011, 2014, 2017, and 2018.

BE IT FURTHER RESOLVED that the Board of Directors of the Feather River Air Quality Management District commits to adopt and implement new control measures that satisfy federal Reasonably Available Control Measure requirements and achieve, collectively with measures adopted by the other SNA air districts, total emission reductions of 3 tons per day VOC and 3 tons per day NOx in the SNA.

BE IT FURTHER RESOLVED that the Board of Directors of the Feather River Air Quality Management District commits to adopt and implement the Regional On-road Mobile Incentive Program that achieves total emission reductions of 0.1 ton per day of VOC and 0.7 ton per day of NOx in 2011; 0.1 ton per day of VOC and 0.8 ton per day of NOx in 2014; 0.9 ton per day of NOx in 2017 and 2018 in the SNA.

BE IT FINALLY RESOLVED that the Board of Directors of the Feather River Air Quality Management District directs staff to forward the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan and all necessary supporting documents to the California Air Resources Board for submittal to the U.S. Environmental Protection Agency as a revision to the California State Implementation Plan.

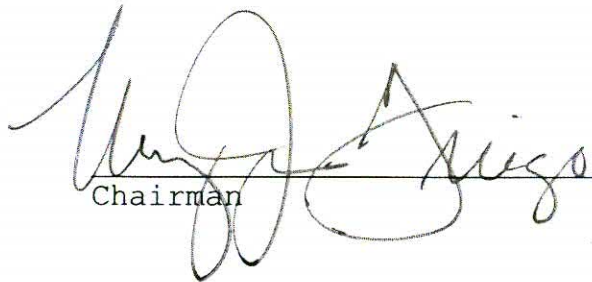
PASSED AND ADOPTED by the Board of Directors of the Feather River Air Quality Management District at a regular meeting on April 7, 2008 by the following vote:

AYES: Directors Griego, Montna, Munger, Fortino, Selvidge, Pendergraph and Gill


NOES: Director Nicoletti

ABSENT: None

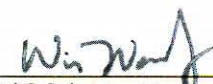
ABSTAIN: Director Abe


Chairman

ATTEST:
CLERK OF THE DISTRICT BOARD


Clerk

APPROVED FOR LEGAL FORM


William Vanasek, District Legal
Counsel